

HOT WEATHER  
MAKE YOUR  
ICE CREAM  
WITH  
MILKMAID  
EVAPORATED  
CREAM.

# The China Mail.

ESTABLISHED 1845

H. MURRYA  
JAPANESE PHOTOGRAPHER  
All kinds of Photographs  
Well done in latest style  
Of clothing and patterns  
Sketches & Specimens  
8, QUEEN'S ROAD  
CENTRAL.

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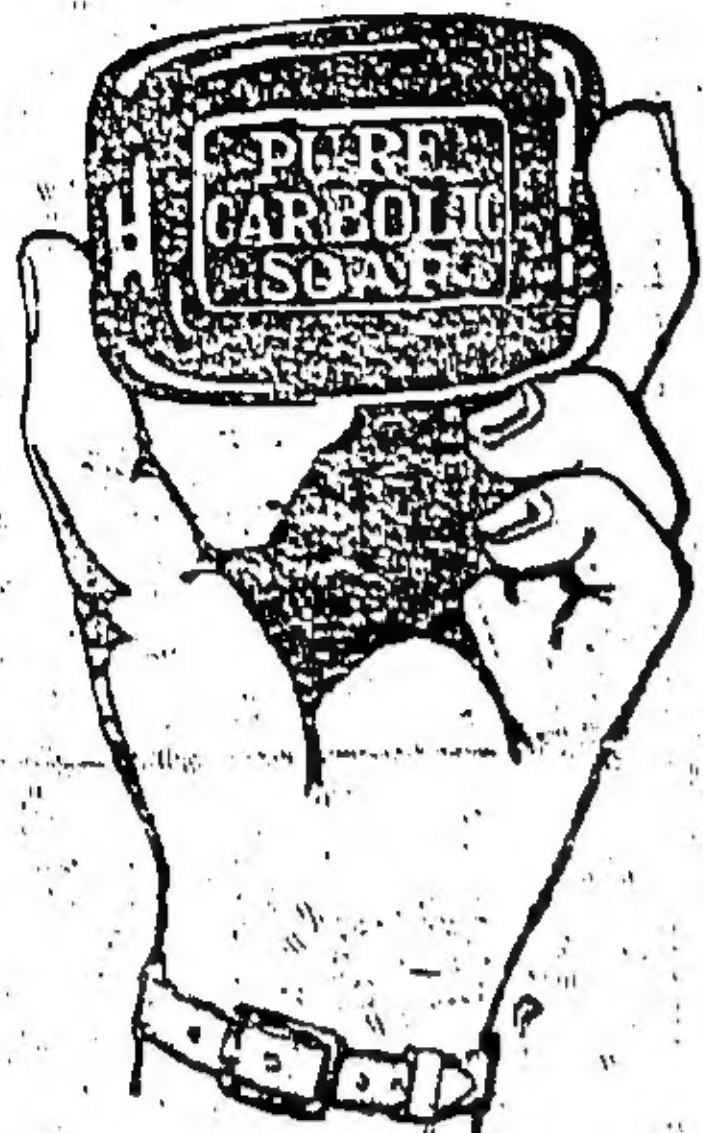
號九廿月八年三十一百九千一英

HONGKONG, FRIDAY, AUGUST 29, 1913.

五癸大歲年二國民華中

PRICE, \$3.00 Per Month.

WATSON'S



POPULAR

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.

Hongkong, January 4, 1913.

WILL TRIBUTE TO A WIFE.

ADVISE OF £200,000 TESTATOR TO HIS CHILDREN.

Mr. John Newton Mappin, of Headley Park, Epsom, Surrey, chairman of Mappin and Webb, silversmiths, and of the Hawley Silver Rolling and Wire Mills, who died on June 20, aged seventy-seven, left £284,800.

He bequeathed £100,000 absolutely and the bulk of his property for life to his wife, whom he described as: "my loving companion and most capable helpmate for over fifty years, the affectionate mother of our numerous family, and the kind and considerate mistress of her servants and household."

He also states in his will: "I strongly urge each of my children always to remember and reciprocate the love and devotion of their mother and to conform to her wishes in all things, and also to act towards each other in a generous, kind, and affectionate manner all their lives and to help those who may be unfortunate in this life."

BEARDS AND BROWN BOWLERS.

SIGNS OF AN AFFECTION FAMILIAR.

Clothes philosophers are exercising their minds upon a curious problem. Will the fact that the King wears a brown bowler hat restore the former vogue of the beard?

Brown bowlers are to be seen ready in the windows of modish hatmakers. Brown is a good colour for autumn country wear, and the brown hat was quite fashionable a generation ago. But for town wear it has an unfortunate disability. It does not possess the agreeable homeliness it demands the accompaniment of a beard. Above a clean-shaven countenance it either exaggerates the pink of the smooth cheek to a vulgar and larval rudeness, or accentuates the paler to the suggestion of a pinched and unhealthy yellow cast.

Now that everyone goes with a smooth face, the brown bowler cannot possibly become generally worn. But the man who has good hair will wear it with good success, and it will be seen a good deal about the West End after the autumn holiday. It is quite possible, the experts say, that it may help to the restoration of the beard. Already there are tentative advances in the way of side whiskers on the part of some well-dressed men that may easily develop into the neatly trimmed beard with which the brown bowler perfectly accords.

## BUSINESS NOTICES.

### A DAIRY IN A CUPBOARD

to be complete should comprise  
A FEW TINS OF EACH OF

#### ITEM I—MILKMAID CONDENSED MILK

"For all Culinary and General Purposes."

#### ITEM II—MILKMAID EVAPORATED CREAM

For Tea, Coffee, Cocoa, Ice and Stewed Fruits.

#### ITEM III—MILKMAID STERILIZED NATURAL MILK

For Drinking Purposes.

For all purposes for which FRESH Milk is used.

WHY NOT HAVE

### A DAIRY IN YOUR CUPBOARD

and be independent of the Milkman

All Milkmaid Products are guaranteed to contain ALL the Cream.

## HOTELS

### THE STATION HOTEL

NATHAN ROAD,  
KOWLOON.

ELECTRIC LIGHT AND FANS,  
BATH-ROOM TO EACH ROOM.  
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS,  
BILLIARD ROOM.

Private Dining Room.  
EXCELLENT COUSINE.

For Particulars apply to  
THE MANAGER.  
Tel. No. 1129. Tel. Address "STATION."  
Hongkong, Feb. 3, 1913.

### KINGSCLERE HOTEL, HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.  
Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.  
Telephones in Bedrooms and Sitting-rooms throughout.

Telephone No. 1122.  
Cable Address: "Kingsclere."  
A.B.C. Code 5th Ed.  
Hongkong, September 1, 1906.

### WYNDHAM HOTEL,

29 WYNDHAM (FLOWER) STREET.

LOCATION good for Hillside Scenery and ONLY TWO MINUTES' WALK FROM BUSINESS CENTRE.  
Families, Residents and Tourists made thoroughly comfortable.

Terms Moderate.  
BUS or FIRST-CLASS LIVERY.  
Under the Personal Supervision of the Proprietress  
M. S. ROY.

### KING EDWARD HOTEL

A FIRST-CLASS HOTEL

UNDER EUROPEAN MANAGEMENT.

EXCELLENT ROOMS.

ELECTRIC LIGHTS & LIGHT.

REASONABLE RATES.

Telephone 573.

H. HAYNES, Manager

Hongkong, October 2, 1908

### BRASSIDE PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour.  
Telephone No. 690.  
Apply to Mrs. F. W. WATTS.  
Brasside, 20, Macdonnell Road.  
Hongkong, September 2, 1908.

## SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail. Trimmers, Filers and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 and 37, Hing Loow Street, (2nd Street, west of Central Market) Telephone No. 515.  
Hongkong September 4, 1909.

## CHEN KWONG & CO., LD

GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Drapery, Groceries, Soot and Shoes.  
Makers of Jewellery, Lacquerware, Crochery Ware.  
Ironmongery, Wine and Spirits.  
Foreign Clothes for gentlemen made to order by our own tailors.  
Large assortment of Chinese Silks and Foreign Goods of every description.  
All goods sold at reasonable prices.  
The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT FOO STREET.  
CANTON and  
Nos. 237, 238, Des Vaux Road  
and No. 129, Connaught Road Central.  
Tel. No. 811. Hongkong.

## PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

## THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of

Telegraphic Address: GRAND

Hongkong.

Telephone No. 812.

## BUSINESS NOTICES.

### Mineral Water.

The Best Table Water.  
PT. Per Case 4 Dozen.....\$5.00. BABY, Per Case 5 Dozen.....\$5.  
AGENT: TOKYO HOTEL, 83A, CONNAUGHT ROAD CENTRAL.  
Hongkong, June 10, 1913.

### WING FAT CHEONG,

HIGH CLASS TAILORS,  
DRAPEES AND OUTFITTERS.  
24A, Des Vaux Road Central.

HAVE ALWAYS ON HAND AN EXTENSIVE ASSORTMENT OF

EVENING DRESS GOODS:—

Court Shoes, Dress Bows, Shirts etc.,

ALSO—

ALL ARTICLES OF CLOTHING MADE TO ORDER.

OUTFITTING OF ALL DESCRIPTIONS, QUALITY AND WORK.

MANSHIP BY THE MOST EXPERIENCED CUTTERS GUARANTEED.

### MEE CHEUNG

ART PHOTOGRAPHER.

### CHILDRENS' PHOTOS

A Speciality.

NOTE ADDRESS.

ICE HOUSE HONGKONG.

### OUR BREAD

PERFECTION.

CAKES & PASTRY

PAR EXCELLENCE

TIFFINS, DINNERS & REFRESHMENTS THE BEST.

ALEXANDRA CAFE CO.

Hongkong, April 7, 1913.

## THE HONG KONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephones in all rooms, First-class Cuisine, Lounge, Smoking and Ladies Rooms.

Roof Garden.

Terms — From \$5 per day Max.

Telegraph Add: "peaceful"

P. O. PEUSTER, Manager.

## PEAK PRIVATE HOTEL

61 MOUNTAIN VIEW

Best position in Colony

1,500 feet above sea level

Cable Tram 9 minutes

Close to Peak Club

Magnificent View

Telephone 1485

Mrs. Ogilvie, Proprietress.

Hongkong, August 18, 1913.

## GRAND HOTEL

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHERMAN, Proprietor.

## BUSINESS NOTICES.

### GREEN ISLAND CEMENT CO., LD

### Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net

### Shewan Tomes & Co.,

GENERAL MANAGERS.

### BUTTERMILK

AND

### GLYCERIN AND CUCUMBER SOAPS

ARE IDEAL FOR BATH AND TOILET.

30 cents per Tablet — \$1.00 for six Tablets.

THE

### VICTORIA DISPENSARY.

### A CHOICE SELECTION

FRY'S KING GEORGE V.

AND QUEEN MARY

CHOCOLATES.

CADBURY'S IMPERIAL CHOCOLATES.

A SPECIALITY

FRESH HOME-MADE CHOCOLATES.

### Weismann, Limited.

Hongkong, July 20, 1913.

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

Cadbury

The Mark of Purty

BOURNVILLE COCOA represents the highest grade of nutritive cocoa preparation on the market. It fully maintains its high reputation for food value and delicacy of flavour, and is second to none in any respect whatsoever. Medical Magazine, March, 1912.

## CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 17, 1908.

Macgregor's  
V.O.S.

PARLIAMENT

BLEND

WHISKY



AS SUPPLIED

TO THE

HOUSE OF LORDS

AND

HOUSE OF COMMONS

### Caldbeck, Macgregor & Co.

(Established 1864.)











## BANKS

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

Paid-up Capital ..... \$15,000,000  
 Reserve Fund ..... \$15,000,000  
 Sterling ..... \$15,000,000  
 Silver ..... \$15,000,000  
 Reserve Liability of ..... \$15,000,000  
 Profit Reserve ..... \$15,000,000

Directors: S. H. Dowell, Esq., Chairman  
 Hon. Mr. D. Lumsden, Esq., Deputy Chairman  
 O. S. Gubbay, Esq.  
 P. H. Gubbay, Esq.  
 G. R. Gubbay, Esq.  
 F. Lieb, Esq.

Other Managers: Hongkong—N. J. STABB.  
 Shanghai—A. G. STEPHEN.

London Bankers—London County and Westminster Bank, Limited.

Hongkong—Interest Allowed.  
 On Current Accounts at the rate of 2% per annum on the daily balance.  
 On Fixed Deposits:—  
 For 3 months 2 1/2% per annum.  
 For 6 months 3% per annum.  
 For 12 months 3 1/2% per annum.  
 N. J. STABB, Chief Manager.  
 Hongkong, August 15, 1913.

## HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, Limited. Rules may be obtained on application.

Interest on deposits is allowed on the minimum monthly balance of HK\$100.00. Depositors may transfer at their option balances of HK\$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION, to be placed on fixed deposit at 4% per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.  
 Hongkong, July 1, 1913.

## THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Incorporated by Royal Charter 1853. Head Office, London.  
 Paid-up Capital ..... £1,500,000  
 Reserve Fund ..... £1,500,000  
 Reserve Liability of ..... £1,500,000  
 Profit Reserve ..... £1,500,000

Foreign Exchange and General Banking business transacted.  
 Current Accounts opened and fixed deposits received for 1 year or shorter periods at rates which will be quoted on application.  
 A. S. HEWITT, Acting Manager.  
 Hongkong, April 9, 1913.

## THE MERCHANT BANK OF INDIA, LIMITED.

Authorized Capital ..... £1,500,000  
 Subscribed ..... £1,250,000  
 Paid-up ..... £625,000  
 Reserve Fund ..... £415,000

BANKERS.  
 BANK OF ENGLAND.  
 LONDON JOINT STOCK BANK, LIMITED.

Interest allowed on Current Accounts at 2 1/2% per annum on the daily balance and on Fixed Deposits at rates which may be ascertained on application.  
 A. R. LINTON, Manager.  
 Hongkong, July 1, 1913.

## THE YOKOHAMA SPECIE BANK, LTD.

Established 1880.  
 Authorized Capital ..... Yen 40,000,000  
 Paid-up Capital ..... Yen 30,000,000  
 Reserve Fund ..... Yen 18,200,000

Head Office—YOKOHAMA.

Branches and Agencies at:  
 ASTORIA, HAWAII  
 BOMBAY  
 CALCUTTA  
 CANTON  
 CHANGHAI  
 DALY (DALY)  
 HANKOW  
 HONGKONG  
 KOBÉ  
 MANILA  
 Peking  
 SHANGHAI  
 SHANTUNG  
 SINGAPORE  
 TIENTSIN  
 YOKOHAMA

Interest allowed on Current Accounts.  
 Deposits received for fixed periods at rates to be obtained on application.  
 T. H. O'NEILL, Manager.  
 Hongkong, March 31, 1913.

## BANKS

## INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York.  
 London Office: 36, Bishopsgate, E.C. 4.

Branches:  
 Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve ..... \$7,000,000  
 Equal ..... \$1,400,000

Every description of BANKING BUSINESS transacted.  
 CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 1/2% per annum for shorter periods at rates which may be ascertained on application.

BILLS NEGOTIATED & COLLECTED.

LETTERS OF CREDIT and DRAFTS issued on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS of CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Bonds.

TRAVELLERS' CHECKS sold and cashed.

GEO. HOGG, Manager.  
 No. 3, Queen's Road Central, Hongkong, November 1, 1912.

## NEDERLANDSCHE HANDELSMAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY).  
 Established 1834.

Authorized Capital ..... 60,000,000 (G 5,000,000)  
 Paid-up Capital ..... 45,000,000 (G 3,500,000)  
 Reserve Fund ..... 8,312,165 (G 67,880)

HEAD OFFICE—AMSTERDAM.  
 HEAD AGENT—SINGAPORE.

Branches: Singapore, Penang, Malacca, Rangoon, Samatrag, Siam, Java, Ceylon, Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Yokohama, Kobe, Manila, Cebu, Colon, Panama, San Francisco, New York, London, and other ports.

London Bankers: The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for remittance bills of exchange, issues letters of credit on all the principal cities in the world, and conducts every description of banking business.

INTEREST ALLOWED.  
 On Current Accounts 2% per annum on the daily balance.  
 On Fixed Deposits 3% per annum for 12 months, 2 1/2% for 6 months, and 2% for 3 months.  
 A. F. VAN REEF, Agents.  
 Hongkong, July 15, 1913.

## AGENTS:

LONDON—F. ALLEN, 11 & 2, Coleman Street, E.C. 4.

PARIS—F. ALLEN, 11 & 2, Coleman Street, E.C. 4.

NEW YORK—T. L. BROWN, 100, Nassau Street, N.Y.C.

SINGAPORE—The Overseas Exchange Office, 62, Cross Street.

SAN FRANCISCO—American Foreign Exchange, 100, Market Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—Gordon & Gotch, Melbourne and Sydney.

CEYLON—W. M. SMITH & Co., The Apothecaries Co., Colombo.

SINGAPORE, STRAITS, & C.—KIM & WATSON, Ltd., Singapore.

PHILIPPINE ISLANDS—A. S. WATSON & Co., Manila.

CHINA—Canton, Hankow, Peking, Shanghai, Tientsin, Yokohama, Kobe, and other ports.

THE CHINA MAIL, LTD., 3, Wrentham Street, Hongkong.

## THE CHINA MAIL.

Typhoon Map & Guide.

Price 40 cents.

THE ALEXANDRA CAFE cannot be taken. If required, for food, call on the proprietors, Messrs. Wines & Liquors.

On May 12, 1913, there died in Blandford Street, Portman Square, W., a woman named Arabella, formerly who lived in room 4 in the house of a grocer.

## A Celebrated Violiniste



## Nervous Fatigue, Languor—

The power to excel, the confidence which ensures her brilliant successes, says a talented violinist, Miss Sybil Keymer, is entirely due to her abundance of vigorous *nerve force* created by Phosferine. How greatly the numerous distinctions and triumphs of this accomplished musician are promoted by the brain energy and physical stamina developed by Phosferine, is evident from Miss Keymer's admission that the tonic "enabled me to do myself justice." This power to excel, this ability to make perfect use of her skill, depends upon the marvelous control and steadiness of the muscles nerves Phosferine has given her, and to which she owes the "entrancing tone and quality of her musical conditions. Naturally, this energizing effect of Phosferine was accompanied by the disappearance of the headaches, listlessness, and fatigue, which were the bane of her public appearances, and it is this happy outcome which impels Miss Keymer to testify to the exceptional advantages to be derived from Phosferine.

## Promptly Remedied.

Miss Sybil Keymer, "Riverside," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am no longer troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the untidiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic at every opportunity."—July 27, 1912.

PHOSFERINE  
GREATEST OF ALL TONICS

A PROVEN REMEDY FOR  
 Influenza, Nervous Weakness, Premature Decay, Mental Exhaustion, Loss of Appetite, Nervous Debility, and all disorders consequent upon a reduced state of the nervous system.

## The Royal Tonic

Phosferine has been supplied by Royal Commands to the British Royal Family, H.M. the Emperor of Russia, H.M. the King of Spain, H.M. the King of Greece, H.M. the Queen of Romania, and the Imperial Family of China. The 2/6 size contains nearly four times the 1/4 size.

PROPRIETORS—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

## MISERLY HERMITS.

"Beggars" Worth Thousands of Pounds.

The announcement in one day of the deaths of two hermits is an unusual event, writes a correspondent in "The Evening Standard." One, a Scotsman, named John Kirkpatrick, of Dumfriesshire, had become known as the "Hairy man of the Vale of Fife." He lived near Jamestown, in a hut which was at one time used as a bonfire. His hair was never cut, and grew to a very great length, and he subsisted chiefly on crusts picked up in the streets. He died recently from lack of food, and it was discovered on searching his hut that he had a large sum of money, invested in banks and companies, the shares in some of which were paying him 10 per cent. interest.

The second case is reported from Paris, where on the same day, a maiden lady of seventy-three years of age was discovered dead in a small, cheaply rented house at Longueville, close to Dijon, where she lived by herself. On searching her house, the police discovered no less than £10,000 in golden coins, and over 40,000 in securities.

One of the famous hermits of bygone times lived in France, on the outskirts of Paris. M. Vandille had been a judge at Boulogne, and afterwards at Paris, and was always known for his miserly ways. On his retirement from the Bench he went to live in an attic, and paid a woman a penny a day to attend to his wants. He lived entirely on bread and milk, with the addition of some very wine on Sundays. On his death it was discovered that he was worth close on £200,000, all of which he left to the Crown.

An American hermit named Turner died in 1902. Turner for many years had lived in seclusion on the top of East Rock, New Haven, in a cabin built of earth and stone, with an aperture which served for both entrance and chimney. He had collected of birds and bugs. When his death was discovered his only clothing was found to be a rag, which which were down a large number of dollar bills. The only companion of his retirement was some sheep, which he was accustomed to feed. Although he was well-known as a beggar, no one had ever heard him speak.

In May, 1909, there died in Blandford Street, Portman Square, W., a woman named Arabella, formerly who lived in room 4 in the house of a grocer.

## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Commander.	Last report at
Albion	despatch vessel	1650	2	2000	Comdr. Archibald Colquhoun	Shanghai
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Prichard	Shanghai
Britannia	river gunboat	710	2	900	Lt.-Comdr. W. H. Durrant	Shanghai
Cadmus	sloop	1070	6	1400	Comdr. H. P. E. T. Williams	Shanghai
Cherub	water tank and tug	390	—	300	Master H. Smith	Shanghai
Ohio	sloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Canton
Fame	torpedo boat destroyer	360	6	6700	—	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. C. F. Corbett, M.V.O.	Shanghai
Hampshire	cruiser, 1st class	10,830	10	20,500	Capt. M. R. Hill	Shanghai
Kinshasa	river gunboat	818	4	1200	Lt.-Comdr. H. D. Marryat	Wohaiwei
Merlin	sloop	1040	—	—	Capt. F. C. G. Pasco	Yangtze
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. E. R. Kiddell	Labuan
Monmouth	cruiser, 1st class	9800	—	23,000	Capt. E. H. F. Parry	Wohaiwei
Moorehead	river gunboat	180	2	600	Lt.-Com. Alan Dixon	Hongkong
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	river gunboat	86	2	240	Lt.-Com. Malcolm Murray	Yangtze River
Otter	torpedo boat destroyer	350	6	6300	Lt.-Comdr. R. Wilkinson	Hongkong
Rabbie	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Wohaiwei
Rossie	depot ship, submarines	980	—	1400	Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	25	2	240	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. Hutton	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze River
Taku	torpedo boat destroyer	350	6	6500	Gunner W. H. Ryder	Hongkong
Tamar	receiving ship	6650	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze River
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dormer	Hongkong
Uk	torpedo boat destroyer	590	—	7500	Lt.-Comdr. Maxwell	Wohaiwei
Virago	torpedo boat destroyer	350	6	6300	Lt.-Com. E. J. G. Mackinnon	Wohaiwei
Wallow	torpedo boat destroyer	590	—	7500	Comdr. Seymour	Wohaiwei
Whiting	torpedo boat destroyer	380	6	6900	Lt.-Comdr. R. Neville	Wohaiwei
Whidbey	river gunboat	195	2	800	Lt.-Com. J. C. F. Borrett	Upper Yangtze River
Woodcock	river gunboat	150	2	600	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	600	Lt.-Comdr. Lloyd	Yangtze River
C.36	submarine	—	—	—	Lt. Comdr. F. J. McGillem	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. Gimes	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. R. K. O. Pope	Hongkong
C.39	torpedo boat	—	—	—	Lt. Comdr. Handley	West River
C.40	torpedo boat	—	—	—	Lt. Comdr. Skelton	Hongkong
C.41	torpedo boat	—	—	—	Lt. Comdr. Nicol	Hongkong
C.42	torpedo boat	—	—	—	Lt. Comdr. R. W. Seymour	West River

\* Flagship of Vice-Admiral T. H. M. Jerram, C.B., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	I.H.P.	Captains.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	400	—	—	Capt. H. Nauta	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Hongkong
Kiebel	French armoured cruiser	9730	12	19,800	Capt. Gouts	Hongkong
Decidée	French gunboat	445	10	1200	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jerville	Canton
Polbo	French gunboat	120	—	—	Lieut. Collin	Tongku
Donard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteaux	Tongku
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Boloix	Saigon
Protes	French sub-marine	—	—	—	—	Saigon
Styris	French armoured gunboat	1738	10	1700	Lieut. Guillaume-Louis	Saigon
Fronda	French destroyer	860	7	803	Lieut. Aurillac	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Roulsen	Hongkong
Pislolet	French destroyer	120	7	300	Comdr. de Marquessat	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Volain	Saigon
* Flagship of Capt. (Commodore) Bousicaud, Commanding the local defenses Indo China						
Enden	German cruiser	3600	22	13,500	Capt. v. Rostoff	Swatow
Gneisenau	German armoured cruiser	11,600	36	24,000	Captain Brunninghaus	Tsingtau
Ilse	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tsingtau
Leipzig	German cruiser	3250	24	11,000	Capt. Behncke	Tsingtau
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tsingtau
Nürnberg	German cruiser	3400	22	13,200	Capt. Mörsberger	Hongkong
Otter	German river gunboat	—	—	—	Capt. Lieut. Fiehl	Yangtze River
Scharnhorst	German flagship	11,800	36	25,000	Capt. Rösing	Tsingtau
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Beirenberg	Tsingtau
Tiger	German torpedo-boat	290	4	6000	Obst. v. S. Claassen	Tsingtau
Tingtau	German gunboat	900	10	1350	Comdr. Böcker	Tsingtau
Vaterland	German river gunboat	223	4	1300	Capt. Lt. Fiehl, Speth v. Schuleburg	Canton
Calabria	Italian cruiser	2145	—	—	Obst. v. S. Prinz	Shanghai
Admiral	Portuguese cruiser	1757	—	—	Comdr. Sommi Piconardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Anibal de S. Dias	Macao
Patris	Portuguese gunboat	—	—	—	Capt. Martins	Macao







## A. S. WATSON &amp; CO., LTD.

ESTABLISHED 72 YEARS.

WINE AND SPIRIT MERCHANTS.

WATSON'S  
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Very old liqueur Scotch Whisky.

Our Celebrated Very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

## WATSON'S E BRANDY

Finest very old BROWN BRANDY Guaranteed 25 years age, in wood. The finest liqueur BRANDY on the market.

## VICTOR-VICTROLA

THE  
IDEAL  
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NO HOME IS COMPLETE  
WITHOUT ONE

PRICE \$35 to \$345.

Easy terms can be arranged.

## MOUTRIE'S

EXCLUSIVE DISTRIBUTORS.

WM. POWELL,  
LTD.

## Comfort

CHAIRS & SETTEES  
IN TAPESTRY OR WITH  
LOOSE COVERS

MAGNIFICENT RANGE  
OF UPHOLSTERY  
MATERIALS

WM. POWELL,  
LTD.

THE EDWARD DISPENSARY,  
O. KAMMING & Co., Ltd.  
Chemists and Druggists

GREAT REDUCTIONS IN  
PRICES

PRESCRIPTIONS ACCURATELY  
DISPENSED.

Extra Dispensary Medicines, etc.  
62A, QUEEN'S ROAD, HONGKONG.  
(Hongkong, July 20, 1912)

recent promotions that the Admiralty only intend to promote engineer-lieutenants as vacancies occur in the future.

It has been urged that it makes no difference to engineer-lieutenants at the top of the list whether they are promoted after twelve years or remain, say, for another four years in the rank of engineering lieutenant, as there is no difference in pay in the two ranks. The fact that there is no difference is due to the practice introduced by the Admiralty of compelling officers to serve four years in the rank of engineer-commander at the same pay as they would have received had they remained as engineer-lieutenants, on the plan that it was never intended in scheme of acceleration to give the increase in pay along with the advance in rank. Whatever may be said in justification or otherwise of this half-measure, which was of this half-measure, which was not stated in the circular of 1902, it ought to be remembered that there are other things besides pay. There is, first, the status of the officer in the ship. There is also his rank relative to that of his contemporaries in age in other branches of the Service. The allotment of a cabin, too, often depends upon seniority. But, more important still, in the event of his death, the amount of the "compassionate allowance" to his widow depends on whether the husband was lieutenant or a commander. It seems as if the period which must be served in the lower rank will gradually increase, owing to the number qualified for promotion under the twelve-year rule being greater than the normal number of retirements in prospect. The result is increasing discontent, and it is surely not beyond the wit of man to check this regrettable condition.

The engineer-lieutenants at the top of the list state two definite complaints, which may be summarised thus:—(1) They ask, very naturally, why they should be treated differently from those who have gone before them, as far as the accelerated promotion is concerned. If the Admiralty considered it only fair and equitable that engineer-lieutenants should be promoted to commander's rank after twelve years' service during the period 1903-1912, why should it be denied to the engineer-lieutenants who are now completing twelve years' service? Is it because the bills for officers of engineer-commander's rank are not numerous enough to admit of more promotions? It would seem that that difficulty might be easily overcome by appointing young engineer-commanders to destroyers under the charge commanders. A further justification for this procedure is found in the fact that a large amount of the supervision in practical instruction of the officers under the new scheme must devolve on the engineer officers in destroyers; it has always been recognised that no better ship could be chosen for the training of officers than a modern high-speed sea-going destroyer.

The other criticism made by the engineer-lieutenants seems equally conclusive. They say that as the establishment of engineer-commanders is apparently now a fixed number, it is evident that that number is the number required to man the Fleet. When a vacancy occurs in that number, an engineer-lieutenant is promoted to fill it, he should surely be granted the pay of engineer-commander, as laid down in the Circular of 1902. There is now no question of temporary measures, no fear of acceleration in promotion is concerned, and it hardly appears that any good reason can be advanced for withholding the pay of engineer-commanders from officers now being promoted to fill vacancies on the commanders' list. Hitherto, when an engineer-lieutenant has been specially promoted to commander for meritorious service, there is very properly associated with this promotion the increase in pay laid down in the circular of 1902. This is a tacit recognition on the part of the Admiralty that promotion and increase in pay should go together, as it seems in the case of the other branches of the Service. If the meritorious services justify such advance, it should be through seniority. If the Treasury, or whatever the authority allow the higher rate to be paid in the case mentioned, on what grounds can it be withheld from officers promoted since January 1, 1913, when the order regarding accelerated promotion was withdrawn, and promotions were made to suit the requirements of the Fleet?

## NEWS OF THE DAY.

The Hongkong Jockey Club announces that a meeting of those interested in subscription gifts will be held to-morrow at 12.30 p.m.

A coolie has been sent to the Government Civil Hospital suffering from injuries to his face inflicted by a man who has since absconded.

The detachment of the 25th Rajahs sent to the Shamson at the commencement of the trouble in Canton returned to barracks to-day.

The new steamer H'nan, for Messrs. Jardine Matheson and Co., has left Suez en route for North China and Japan via Hongkong.

A Chinese woman was struck by some stones during blasting operations at Jubilee Road, near Pokfulam, yesterday. She was sent to hospital.

Our readers are reminded that a meeting of the Cricket League will be held in the Hongkong Cricket Club Pavilion this evening at 5.30 p.m.

While a coolie was cleaning electric wires at No. 8 Glenally he injured his hands and back by falling from the ladder on which he was standing.

Mr. E. A. Irving, Director of Education, reports that a clerk in the Education Department has disappeared with \$125 belonging to the Government.

It is notified that owing to the birthday of Her Majesty the Queen of the Netherlands falling this year on a Sunday, no reception will be held at the Netherlands Consulate.

At the Magistrate's afternoon, Mr. Hazellard laid further evidence in the case in which a Chinese youth is charged with the murder of a little girl at the rear of the Cotton Mills at Causeway Bay.

The new uncommon sight in Hongkong of Chinese working queues was seen at the Magistrate's day when two men from Singapore were charged with possession of small quantities of opium. Fines were imposed.

Sergeant Adlington executed a warrant at 79 First Street last night and seized 38 partly made false twenty-cent pieces, a piece of silver, and other paraphernalia for making counterfeit coins. One man was arrested.

During last year thirteen Chinese were granted of British-born subjects' certificates, and 172 naturalisation papers. Four persons other than Chinese were also granted certificates and one person naturalisation papers.

A dust cart knocked down a Chinese servant girl, aged 13, this morning. The girl refused to go to hospital, and one of coolies was arrested. On the case being brought by Inspector McDonald at the Magistrate's day, a remand was ordered.

The total number of persons reported by Hongkong residents to the authorities as missing during 1912 was 230, of whom 55 were found compared with 30 out of 244 reported in 1911. The number of boys reported missing was ninety as against seventy in 1911.

An Army Order has been issued to the effect that when great coats are worn by troops walking out, the waistbelt will be worn inside, and the greatcoat will be drawn in at the waist by means of the cloth at the back, except by non-commissioned officers and men of the brigade of guards in London.

Captain Bent, of the Tenyo Maru, has reported to the police that a Chinese who was arrested on board for larceny was being detained pending the arrival of the police with his hands tied behind him, when he suddenly jumped overboard into the harbour and was drowned. The body was not recovered.

A resident of Saurabaya recently left a bundle of papers in a gharly which he had paid off. Discovering his mistake soon afterwards, he set out to look for the gharly which is now driving some distance away. He ran after it and hailed the driver who at once whipped up his pony and drove faster. The next day the owner of the parcel was surprised to receive a visit from the driver who brought back the missing papers with him. Asked why he had run off the day before he replied that he had been pursued by an European hoodlum.

In the Summary Court this morning when the action Li Kin Tong versus Bernardino Batti's claim for \$500, was called for a hearing due to be tried, Mr. F. B. L. Bowley, of Messrs. Denny and Bowley, asked leave to have the action transferred from that court to Original Jurisdiction and treated as a counterclaim to actions 132 and 152, O. J. The first action mentioned was commenced on July 12, the claim being for \$9,700 against the plaintiff in this summary action. He submitted that the proper course to adopt was the one he had mentioned. Mr. Dixon, of Messrs. Wilkinson and Grist, said he could not consent to what Mr. Bowley suggested, and thought it would be better to have the matter argued in Chambers. His Lordship consented to hear the solicitors on the point in Chambers to-morrow.

## NEWS OF THE DAY.

Commander F. H. Waters has been appointed to the cruiser Yamoum on commissioning for service with the China Squadron.

Four cases of bubonic plague occurred during the twenty-four hours ended noon to-day. One patient was a Hindoo and two others were found in the street.

The British Army Council issued a notification at the beginning of the month that, in consequence of the unrest in China, applications from officers to visit China could not be sanctioned.

In the Yokohama District Court, Mrs. McDougal, of Yokohama, has filed a suit for divorce against her husband, who is an American citizen. Desertion is the ground of the petition.

A foreigner residing in Yokohama was severely stabbed by an unknown Japanese while travelling in a tramcar in Yokohama on the 17th instant. The assailant made good his escape.

The appointment is announced of Lieut. Bertrand Stewart, who was recently released from confinement in Germany for espionage, to be captain in the West Kent (Queen's Own) Yeomanry (Territorials).

## TYPHOON WARNING.

The following telegram was received at the American Consulate General to-day:—  
MANILA, 12.35 p.m., Aug. 29.  
Cyclone or Typhoon over N. China Sea, filling up.  
Cyclone or Typhoon E. of north-east Luzon, more than 300 miles distant filling up.

## C. K. R. MANAGER SUE.

CLAIM FOR THOUSAND DOLLARS.

In the Summary Court this morning the Assistant Crown Solicitor, Mr. G. A. Woodcock, mentioned to the Police Judge an action on the list brought by Lau King Obo against H. P. Winslow, manager of the British Section of the Canton-Kowloon Railway, the claim being for \$1,000. Mr. Woodcock stated that he appeared for the defendant, Mr. Davidson who had been instructed by the plaintiff, had agreed to his asking that the case be adjourned sine die, as Mr. Winslow is in Japan on sick leave, and the Crown has received no instructions at present. The application was granted.

## COUNTERFEIT BANK NOTES.

SEIZED.  
Lance Sergeant Ogg was executing an opium warrant at 130 Wanchai Road last night and, while searching for opium, the police found a printing press. They seized an enormous quantity of partially prepared forged Chinese bank notes.

## SUMMARY COURT.

A NEW SUB-CONTRACTOR.

In the Summary Court this afternoon an action was mentioned in which Chu Siu Wo, a contractor, sued Wong Wai, trading as Charlie and Co., claiming \$115 57, the amount due for work done and materials supplied to defendants by plaintiff. Defendants had paid into court the sum of \$23.63 in full satisfaction of the claim, which plaintiffs refused to accept. Mr. R. C. Faithfull appeared for plaintiff and P. W. Goldring, of Messrs. Goldring and Rues, for defendants. Mr. Goldring said the position was that there was an Original Jurisdiction action pending in connection with this same matter. The contract under which the action was brought was in connection with certain drainage and sewer work at Yau-nai. The Heng Cheong firm had the contract direct with the Government, and they were being sued by his clients, the defendants in this case, in an Original action. The Heng Cheong firm ceased business, the work was stopped, and the measurements of the work done were now being taken and the accounts adjusted by the Government. Therefore until the measurements were made and the accounts adjusted between the Heng Cheong and the Government his clients were not in a position to deal further with the claim of plaintiffs in this action, who were sub-sub-contractors. He suggested that his friend would not be prejudiced if the case were adjourned sine die. He was making the application in good faith, because he felt that it was in the interest of both parties. It had been customary to set aside summary actions pending the decision of Original Jurisdiction. His Lordship would inevitably have to refer to an architect or surveyor to take measurements if the case were proceeded with now. Mr. Faithfull submitted that Mr. Goldring's application was ultra vires, and that there was no privity of contract between his clients and the people with whom Mr. Goldring's claim was contracted. He was instructed that measurements of the work done in respect to which the claim was made were those of a government architect. Mr. Faithfull had no objection to a remand of the contract entered into by the parties. His Lordship granted a week's adjournment.

## KEEP IT HANDY.

IMMEDIATE relief is necessary in all cases of diarrhoea. Chamberlain's Colic, Cholera, and Diarrhoea Remedy should always be on hand. For sale by all Chemists and Storekeepers.

## EMIGRATION FROM HONGKONG.

## Interesting Figures for 1912.

## How Emigrants are Duped.

The yearly report of the Secretary for Chinese Affairs for 1912 contains some interesting information and statistics relative to the emigration of Chinese from the Colony in 1912, from which we take the following extracts:—

## EFFECT OF RECENT HOOD COLLAPSE.

It might have been expected that owing to the unsettled state of the interior after the Revolution the volume of emigration would have considerably increased in comparison with former years. On the contrary, however, all the returns of "assisted" emigration show a marked falling off as compared with 1911. The reason of this striking decrease was presumably that after the collapse of the rubber boom in 1910 and 1911 very few further plantations were opened during the year and the demand for coolie labour fell off accordingly.

The total number of emigrants presented for examination was 21,458 as against 34,987 in 1911. The number of those examined who refused to proceed was 705 or 3.28 per cent. as compared with 3.6 per cent. in 1911; the total number rejected as unfit for labour under the Emigration Ordinance of 1910 as compared with 11.0 in 1911.

As in 1911 it appears from the tables as if only a percentage of the difference between the total number presented (21,458) and the number allowed to proceed (14,708), viz., 2,531 out of 6,750, can be accounted for. This discrepancy is, however, due to the fact that large numbers of emigrants who express their willingness to go abroad at the first examination change their minds afterwards and do not come up again, and that many who are rejected or have passed the first examination for one port begin the process afresh for another port; and so appear twice or even more often in the total of "emigrants presented."

During the year there was a steady demand for labour from Deli, Sumatra. This emigration is managed through a Dutch firm in Swatow where all emigrants are brought by the labour recruiters, medically examined, and shipped direct to Sumatra. Towards the end of the year a considerable number of these emigrants passed through Hongkong en route for Swatow and Deli, and many of the emigration boarding houses in the Colony took advantage of the sickness of other business to house these emigrants. The emigration was at first carried on secretly though in fact it involved no breach of the law, and it was only when falsification of the boarding house registers in order to conceal the truth was detected and punished, that petitions were sent in to carry on the business openly. The only obstacle in the way of recognising and regulating this form of emigration was that the Dutch Government in Sumatra was in no way interested in the importation of such coolies to labour on the tobacco plantations, and there was therefore no guarantee that the terms of the contract would be carried out by the employers. Since, however, enquiries made of the Consul-General for Netherlands India proved satisfactorily that this form of emigration approached more nearly to the "Kangany" system than any other in the experience of this Department, and as the whole emigration seemed entirely successful and well managed and the emigrants satisfied, no unnecessary obstacles were put in the way of allowing the coolies to pass through Hongkong to their port of departure—Swatow. They could really be ranked as "free" emigrants—as free as it is possible for a coolie passenger on a long and expensive journey to be; and it seems a pity that the restrictions imposed by the Hongkong Ordinance (due largely to the "assisted emigrant") should tend to keep this trade away from Hongkong in spite of the many other conveniences this port has to offer.

Only 450 assisted emigrants for British North Borneo were passed during the year, though it is probable that a certain number of coolies were taken down under the "Kangany" system by recruiters sent back from the plantation. All these 450 "assisted" were passed during January and February rather, it would seem, hurried through to anticipate the new form of labour contract prescribing a maximum term of 200 days work, which came into force on April 1st. The new form of contract was drawn up (after consulting this Government as well) by Mr. Young Biddell, the Labour Commissioner or Chief Protector of Chinese Labour Contracts appointed by the British North Borneo Government; but before the practical difficulties connected with the change of system had been satisfactorily settled Mr. Young Biddell returned to England. This led to not a little confusion; the planters wished to return to the old form of contract and instructed their agents in Hongkong to recruit labour on the old terms, but this, the Hongkong Government, having accepted the British North Borneo Government's new scheme, (through Mr. Young Biddell) could not permit without further correspondence with the British North Borneo Government. The difficulties have now, however, been adjusted. The British North Borneo Government have appointed Mr. J. W. O. Boman as their agent for the supervision of labour recruiting in Hongkong, and in January, 1913, the first batch of coolies engaged under the new conditions were shipped to Sandakan.

From Hongkong. In January on the arrival of the s.s. "Lansing" in Singapore the assisted passengers refused to proceed to the quarantine camp and threatened violence, until dealt with by the Police. A circular notice was therefore issued by this office to all the Hongkong boarding houses explaining the nature of the quarantine regulations in Singapore and requiring them to be brought to the notice of all intending emigrants to that port. No further trouble occurred thereafter.

Three hundred and seventeen (317) coolies were rejected by the Protector of Chinese in Singapore as unfit for labour and sent back to their homes at the expense of the Hongkong boarding houses which had recruited them.

The arrangements made with Singapore and Penang for the repatriation of decrepit coolies at the expense of their employers continue to work very satisfactorily. During the year 363 decrepits were repatriated from the Malay Peninsula and sent on to their homes via the Tung Ya Hospital.

The similar arrangements made with British North Borneo have not been put on a satisfactory basis. There was formerly some uncertainty over the sums of money to be allowed such decrepits by their employers to cover expenses between Hongkong and their homes and over the method of forwarding and paying the amounts due; but these difficulties have now been adjusted.

During the year 28 decrepits were sent back from British North Borneo with money and forwarded to the destinations in China.

The registration and photographing of assisted emigrants have again frequently enabled parents and relatives of missing men to trace them through this office and if desired to secure their redemption and repatriation.

During the year there were 36 applications to procure the return of relatives who had emigrated. Of the 36 men concerned 30 had gone to Singapore, 6 to British North Borneo and the remaining 5 to Muntok; 10 men returned and were restored to their relatives, one refused to return, one had already been sent back as unfit for labour, and 5 (including the 3 in British North Borneo) have not yet been traced, while two had gone as "free" emigrants, paying their own passages, so that there could be no question of redemption.

None of the 13 men mentioned in last year's report as still untraced at the end of 1911, could be located.

The monthly returns furnished by the Secretary for Chinese Affairs, Singapore, of the number of contracts to labour in the different localities signed by Hongkong unpaid passengers give the following figures for the year:—

Strait Settlements ..... 505  
British North Borneo ..... 184  
Federated Malay States ..... 511  
Sarawak ..... 70  
Malay Peninsula (Johore and New States) ..... 2,582  
Dutch Possessions ..... 2,810  
Total ..... 6,724

A CHILLERIE FAITH.

A peculiar case in which it was attempted to smuggle 80 comparatively respectable Chinese into the Philippines came under notice, and forms an excellent example of the difficulties arising from their own simplicity, found in the protection of emigrants. The men left Hongkong as free passengers for Sandakan, British North Borneo, and on the way were persuaded by a man Leung Shing Yan to hand over all their leaving to him on the inducement that he would take them to Manila to make their fortunes. On landing at Sandakan two fishing boats were chartered by Leung and the party set sail for Manila. The men were however intercepted by the American Customs Officials and after serving a term of imprisonment sent back to Hongkong. Leung Shing Yan managed to escape from the steamer on her arrival in harbour leaving his dupes penniless on board. Most of them, however, had friends in Hongkong to take charge of them; the rest were sent to their homes.

Another swindle was perpetrated on four Chinese emigrants who had just returned from the Straits by the master and accountant of a Hongkong boarding house. The men were induced to place their savings amounting to \$100 in the master's charge, and the latter promptly converted the money to his own use and then absconded. A conviction was, however, secured against the accountant, and the victims were given their passages home.

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## SPORTING.

## Hongkong F. A.

## THE NEXT COUNCIL MEETING.

The next meeting of the Council of the newly formed Hongkong Football Association will be held at 5.30 p.m. on Thursday, September 4, at Messrs. Shaw, Tinson and Co.'s office. Each club or league in membership is entitled to send two delegates.

The business to be transacted includes the following: Report of Referees' Board; appointments; receive applications from clubs; resolution, with reference to a proposed cup competition, of which notice has been given by Mr. Woods; Associations headquarters.

## SUPPLIED BY ALL CHEMISTS.

PHYSICIANS prescribe Chamberlain's Colic, Cholera and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal action quicker than any preparation they can command. It can be bought from any chemist. A bottle will keep for years, and no home is complete without it. For sale by all Chemists and Storekeepers.







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## SHIPPING

# SHIPPING

**THE BIG 4 OF THE PACIFIC MAIL S.S. CO.**

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**MONGOLIA MANCHURIA KOREA SIBERIA**

\$7,000 tons, twin screws. \$7,000 tons, twin screws. 12,000 tons, twin screws. 10,000 tons, twin screws.  
Also Hints: 11,000 tons, China, 12,500 tons, and Persia, 9,000 tons.

**SOME FEATURES OF SERVICE.**

Lights, Fans, Swimming Tank, Hand, Cuisine, Games, Amusements, Wireless, Submarine Signal, Specialization and Bilge Keels.

THIS CO. is not more by its ports with its unparalleled specialization, than by any other route. For return tickets to London via this route, \$120. To San Francisco via Japan and Siberia, the rate is \$120 (ticket \$100) and to San Francisco \$20. SPECIAL RATES to officers, Army, Navy, Consul or Civil Service, see advertisement.

**STEAMERS:**

- \* PERSIA, 9,000 Tons Sailing SATURDAY, 13th Sept., at Noon.
- \* KOREA, 12,000 tons Sailing SATURDAY, 20th Sept., at 1 p.m.
- \* SIBERIA, 10,000 tons SUNDAY, 21st Sept., at 1 p.m.
- \* CHINA, 12,500 tons TUESDAY, 14th Oct., at Noon.
- \* MANCHURIA, 10,000 tons TUESDAY, 21st Oct., at 1 p.m.
- \* NILE, 12,000 tons TUESDAY, 28th Oct., at 9.45 a.m.
- \* MONGOLIA, 9,000 tons SATURDAY, 8th Nov., at 1 p.m.

**Intermediate Steamers.**  
Passenger landing through Tsikiu have the privilege of travelling by train between Tsikiu and Yokohama and of charing a motor car to their homes.

**SAILLINGS SUBJECT TO ALTERATION.**

FOR	STATIONS	TO LEAVE
SHANGHAI.	YINCHOW	Aug. 30, Midnight.
HONGKAY	WUHU	Aug. 31, at 10 a.m.
TUNGTAI, NEWBOWANG & CHIAWANGTAO		
SWATOW, WEIHAUWEI, SEFOO	ICHANG	Aug. 31, Daylight.
	TIENHSIN	
MANILA, ZEBU & HIOLO	HONGKOW	Sept. 2, Daylight.
SHANGHAI	CHUNTAI	Sept. 2, at 4 p.m.
NINGPO & SHANGHAI	ANFOU	Sept. 4, at 4 p.m.
SHANGHAI	NINGPO	Sept. 5, Daylight.
	CHUNTAI	Sept. 6, Midnight.

**DIRECT SAILINGS TO WEST RIVER—Twice Weekly.**

S.S. 'LINTAN' and S.S. 'SANDY.'

**SEBANGHAI LINK.** The Twin Screw Steamers 'Chinhua,' 'Taming,' & 'Tsun' on dock, all on 'Taming' and 'Tsun' Electric Fans fitted. Extra state-rooms.

**SEBANGHAI LINK.** The Twin Steamers 'Anhui,' 'Chenan,' 'Linah,' and the S.S. 'Isueh,' having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bill of Lading, to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.


These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipments at Woosung.

**REDUCED FARES:—Single \$45      Return 75.**

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
(INCORPORATED)

Telephone No. 33.



STEAM FOR  
 STRAITS, CEYLON, AUSTRALIA,  
 INDIA, ADEEN, EGYPT, MEDITERRANEAN  
 PORTS, PLYMOUTH  
 AND LONDON.

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*Through Bills of Lading issued for BATAVIA,  
 VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH  
 AFRICAN PORTS.*

HONGKONG-MANILA SERVICE.					
FROM HONGKONG.			FROM MANILA.		
Leave Hongkong.	Arrive Manila.	Leave Manila.	Due Hongkong.		
Sept. 11.....	PERSIA.....	Sept. 18.....	Sept. 2.....	PERSIA.....	Sept. 4.....
Oct. 1.....	CHINA.....	Oct. 16.....	Sept. 10.....	HOREA.....	Sept. 13.....
Oct. 22.....	NILE.....	Oct. 29.....	Oct. 2.....	SIBERIA.....	Sept. 25.....
Nov. 25.....	PERSIA.....	Nov. 27.....	Oct. 10.....	CHINA.....	Oct. 4.....
Dec. 30.....	CHINA.....	Jan. 1.....	Oct. 2.....	MANCHURIA.....	Oct. 11.....

FOR VANCOUVER		FOR LIVERPOOL	
From Hongkong.	From Quebec.		
MONTREAL, Mon., Sat., Aug. 30.	EMPRESS OF BRITAIN, Fri., Oct. 3.		
EMPRESS OF RUSSIA, Wed., Sept. 10.	EMPRESS OF BRITAIN, Fri., Oct. 3.		
EMPRESS OF INDIA, Wed., Sept. 24.	ALLAN LINE, Fri., Oct. 24.		
EMPRESS OF ASSAM, Wed., Oct. 8.	EMPRESS OF BRITAIN, Fri., Oct. 13.		

Steamships leave HONGKONG at 12.00 Noon.



# TOYO KISEN KAISHA.

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## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

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### SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE steamers

**HIYO MARU, SHINYO MARU & TENYO MARU.**

Speed 21 KNOTS. Displacement 22,000 TONS

**AND TWIN SCREW S.S. NIPPON MARU & HONGKONG**

**AND MARU INTERMEDIATE STEAMERS**

Speed 18 KNOTS. Displacement 11,000 TONS.

**INDO-CHINA STEAM NAVIGATION CO. LD.**

**THE Steamship *ARADIA*, Captain S. BARNUM, carrying His Majesty's Mails will depart from this port for BOMBAY, on SATURDAY, the 30th Aug. 1913, at Noon, taking Passengers and Cargo for the above pure in connection with the Company's Steamship *Aradonia* to Calcutta, and will also receive cargo from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.**

**Silk and Valuable, and Tea and Cargo for Hongkong, London (under charterment) will be transhipped at Colombo before the mail steamer proceeding direct to Marseilles & London; other cargo for London, Hongkong, and Shanghai, will be conveyed via Bombay in the same steamer, which in London on the 11th October, 1913.**

**Parcels will be received at this office until 4 p.m. the day before sailing. The contents and value of all packages are required.**

**For further particulars, apply to**  
**E. A. HEWITT,**  
**Superintendent.**  
**Hongkong, August 16, 1913.**

The 'EMPERESS OF RUSSIA' and 'EMPERESS OF ASIA' are new quadruple screw 30 knot turbine steamers of 16880 tons gross—the finest, fastest and most spacious on the Pacific.

All treatment of the company's Pacific fleet and passenger steamers of the Atlantic.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Steamer and at Quebec, with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, 20 knot, and are regarded as second to none on the Atlantic.

PASSAGE RATES, HONGKONG TO LONDON

EMPERESS OF RUSSIA	1st Class	£71.10
EMPERESS OF ASIA	1st Class	£71.10
EMPERESS OF INDIA	1st Class	£65.
EMPERESS OF JAPAN	1st Class	£65.

UNTEAGLE—intermediate service—first class railway, second class Atlantic, via Canadian Atlantic Port.....£45.  
Boston or New York.....£45.  
Meals and sleeping car across Canada not included—above rates. If required such will cost £2 additional.

Land and through passengers may, if desired, travel by rail between ports of call.

SPECIAL THROUGH RATES—(First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services of China and Japan—entirement. Full particulars on application to Agents.

Through Passengers are accorded 'Stop Over' privileges at the various points of port or river routes.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to  
D. W. GRADDOCK, General Traffic Agent,  
Corner Peddar Street and Praya (opposite Black Flag).

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATIONS).

Steamer	Captain	Date of Sailing.
Yung Maru	E. BEST	Monday, 1st SEPT., at Noon.
YONGKONG MARU	S. TONG	FRIDAY, 19th SEPT., at Noon.
YUNGO MARU	R. S. SMITH	FRIDAY, 19th SEPT., at Noon.
YUNO MARU	W. W. CHERRY	FRIDAY, 19th SEPT., at Noon.
YFON MARU	A. G. STEVEN	WEDNESDAY, 5th NOV., at Noon.

The S.S. TENYO MARU will be despatched for San Francisco, via Hongkong, Shanghai, Nagasaki, Kobe, Yokohama, Yokohama and Honolulu, on MONDAY, the 1st Sept., at Noon.

**PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).**

For	STEAMERS	To
SEAHONGHAI KOBE & MOJI.	FOOKSANG	SATURDAY.
MANILA	LOONGSANG	SATURDAY.
TIENTSIN	CHIFSHING	SUNDAY.
SINGAPORE, PENANG & CALCUTTA	SUISANG	TUESDAY.
CHINWANTAO	KOPSANG	WEDNESDAY.
YOKOHAMA, KOBE & MOJI.	LAINANG	WEDNESDAY.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	FRIDAY.
MANILA	YUENSANG	SATURDAY.

**RETURN TOURS TO JAPAN. (Occurring 24 days).**

[The steamers *Kaidang*, *Koonang* & *Fookang* leave about every 3 weeks for Shanghai and Japan returning to Kowloon (about 84 days) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the *Lauang*, *Kumang*, *Leoi*, *Loi*, and returning thence direct to Hongkong. Time occupied 16 days.

[These vessels have all modern improvements and are fitted throughout with Electric Lights.

A duly qualified Surgeon is also carried.

Staterooms have superior accommodations for First-Class Passengers and are fitted throughout with Electric Light.

☞ Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Nany, Weihsai & Tingtan.

☞ Taking Cargo on through Bills of Lading to Kadal, Lahad Dagar, Singapore, Penang, Ceylon, Java and Labuan.

For Freight or Passage, apply to

Telephone No. 215.  
**JARDINE, MATHESON & Co. Ltd.,**  
General Managers.

THE AMERICAN & MANCHURIAN  
— LINE —  
(BUCKNALL STEAMSHIP LINE, LTD.)  
—  
THE Steamship  
KANSAS,  
Captain R. Linklater, will be despatched  
from Hongkong on or about 2nd September  
for  
BOSTON AND NEW YORK  
With liberty to call at the Malabar Coast.  
For freight and further particulars,  
apply to  
THE BANK LINE, LTD.,  
Agents  
Hongkong, Aug. 12, 1913. 93

**NIPPON YUSEN KAISHA.**  
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION			
DESTINATION.	STEAMERS.	Displacement	SAILING DATES.
MARSHALLS, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	KITANO MARU, Capt. Cope. Tons 16,000		WEDNESDAY, 10th Sept., at Daylight
	IYO MARU, Capt. Hirase. Tons 12,500		WEDNESDAY, 24th Sept., at Daylight
VICTORIA, E.C., & SEAT- TEL, Via KEELUNG, KAGASHI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. Shimizu, Tons 12,500		TUESDAY, 6th Sept., at 4 p.m.
	SADO MARU, Capt. Asakawa, Tons 12,500		TUESDAY, 3rd Sept., at 4 p.m.
YONFUTS AND MELBOURNE, Via MANILA, THUR- VIA ISLAND, TOWN- VILLE AND BRISBANE.	KURANO MARU, Capt. Winkler, Tons 9,300		WEDNESDAY, 24th Sept., at Noon
	INABA MARU, Capt. Tomiwa, Tons 12,500		WEDNESDAY, 28th Oct., at Noon
AGASAKI, KOBE AND YOKOHAMA	INABA MARU, Capt. Tomiwa, Tons 12,500		WEDNESDAY, 24th Sept., at Noon.
OMBAY, Via SINGAPORE, AND COLOMBO	LAMPAY MARU, Capt. Tozawa, Tons 8,600		SAURDAY, 6th September.
ALUTUA, Via SINGAPORE, PENANG, & KANGOUN	COLOMBO MARU, Capt. ———, Tons 8,600		SAURDAY, 6th Septemier.
HANGAI, MOJI & KOBE	RANGOON MARU, Capt. Kamochita, Tons 12,000		WEDNESDAY, 24th Sept.

# SOUTH AMERICA LINE.

Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TRUENANTE NATIONAL RAILWAY at SALINA CRUZ.  
Daily Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.  
The Steamers—

**ANYO MARU, BUYO MARU & KIYO MARU.**  
Sail daily between HONGKONG and CORONEL via MANZANILLO, SALINA CRUZ, CALLAO, ARIQUA, VALPARAISO.

**PROPOSED SAILINGS FROM HONGKONG** (Subject to Alteration).  

Steamers	Tons	Date of Sailing
ANYO MARU .....	10,500 .....	Saturday, 4th Oct., at Noon.
BUYO MARU .....	15,500 .....	Wednesday, 3rd DEC., at Noon.
KIYO MARU .....	17,200 .....	Thursday, 5th FEB., at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS, TELEPHONE and POST OFFICES.  
SPECIAL FARES — TO OFFICERS of the ARMY and NAVY, members of the ARMY and CONSULAR SERVICES and to MISSIONARIES.  
Through bookings to all important points and AROUND THE WORLD.  
For full particulars as to Passage and Freight apply to  
**S. MORIMOTO, Agent.**  
KING'S BUILDING (Opposite Blake Pier).

BRITISH INDIA STEAM NAVIGATION CO., LD.

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NEW SERVICE OF STEAMERS BETWEEN  
YOKOHAMA, KOBE, HONGKONG & RANGOON.

---

**EASTWARD**

The S.S. **FULTALA**, 4154 tons gross, Capt. Chidly, will be despatched for  
Yokohama, Kobe and Moji on the 10th September at 4 p.m., taking cargo and  
passengers at current rates.

For Freight & Passage, apply to

**JARDINE, MATHESON & Co., Ltd.,**  
Agents.

**NOTICES TO CONSIGNEES**

**INDO-CHINA STEAM NAVIGATION**  
**CAMPANY, LIMITED.**

**FROM CALCUTTA, PENANG AND**  
**SINGAPORE.**

THE Co.'s Steamship *Zookang* having  
arrived from the above Ports, Con-  
signees of cargo by her are hereby informed  
that their goods will be delivered free  
of expense.

Cargo impeding the discharge or re-  
loading on board after 4 p.m., the 28th  
August, will be landed at Consignees' risk  
and expense.

Marine Fire Insurance will be effected.

Bills of Lading will be countersigned.

**MARDINE, MATHEWSON & Co., Ltd.,**  
*General Managers,*

Hongkong, Aug. 27, 1913. 1052

THE EASTERN & AUSTRALIAN MAIL SERVICE  
STEAMSHIP CO. LIMITED.  
TO AUSTRALIA, via MANILA.

<h1>MAIL SCHEDULE</h1> <p>(SUBJECT TO MODIFICATION)</p>		
STAMPS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
<b>ST. ALBANS</b> <b>EASTERN</b>	August 30. Sept. 20.	Sept. 18th, at 11 a.m. Oct. 31st, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Kerosene. All State Passes have Elastic Bands. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

**GIBB, LIVINGSTON & CO.**  
*Agents*

# THE ROYAL MAIL STEAM PACKET COMPANY

**PROJECTED SAILINGS FROM HONGKONG.**

**SUBJECT TO CHANGE WITHOUT NOTICE**

**'SHIRE' LINE SERVICE—HOMEWARDS.**

Vessels.	Steamers.	Dates of Departure.
YON & ANTWERP .....	RADAOHSHIRE .....	15th October.
YON, & AMSTERDAM .....	'VESTAL' A .....	18th October.
YON & ANTWERP .....	DEN OF RUTHVEN .....	26th October.

**TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.**

YON & VANCOUVER, SEATTLE, ALASKA & PORTLAND .....	DEN OF GLAMIS' .....	23rd September.
YON & VANCOUVER, SEATTLE, ALASKA & PORTLAND .....	DEN OF AIDLE .....	16th November.
YON & VANCOUVER, SEATTLE, ALASKA & PORTLAND .....	DEN OF MQUHSHIRE .....	14th December.

(For freight and further particulars, apply to—)

**JARDINE, MATHESON & Co., Ltd.,**

AGENTS.

Tele. No. 115 Sub Ex. No. 9.

TOYO KISEN KAISHA  
S.S. "TENYO MARU,"  
FROM SAN FRANCISCO, via  
HONOLULU, JAPAN PORTS AND  
MANILA.  
—  
THE above named steamer having  
arrived, Consignees at "Cargo" are  
being notified to send in their Bills of  
Lading for commensuration, and to take  
immediate delivery of Cargo from along-  
side.  
Cargoes remaining undelivered on August  
21st noon will be landed at Consignees  
expense and delivery must then  
be taken from the Company's Godown.  
Fire Insurance whatever will be  
accepted.  
Claims will be recognised after this  
date have left the Steamer or Godown,  
and goods remaining undelivered on  
Monday 22nd will be subject to re-  
loading charges.  
Stuffed and otherwise damaged cargo  
sent on board of Godown and ex-  
cess of cargo to be held on September  
10 a.m.  
Claims must be filed on or before  
September 20, otherwise they will not be  
used.  
S. MORIMOTO,  
Agent.  
Singapore, Aug. 23, 1915. 1036

**REDUCED SUMMER RATES BETWEEN  
HONGKONG AND JAPAN PORTS.**

**SOJAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 2 MONTHS,  
COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1913.**

<u>Yokohama Return.</u>	<u>Kobe Return.</u>	<u>Moji Return.</u>	<u>Nagasaki Return.</u>
1st class \$185	\$122	\$108	\$95.
2nd class \$ 81	\$ 75	\$ 65	\$57.

With option of Rail between Steamer's calling Ports in Japan.

For further information apply to

**T. KUSUMOTO, Manager,**

Phone No. 192.

**DOUGLAS STEAMSHIP CO., LD.**

**HONGKONG-SOUTH CHINA COAST PORTS**

HIGHEST-Class, fastest and most luxurious steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

**FOR SWATOW, AMOY & FOOCHEW**  
**AND RETURN.**  
 (Occupying 5 to 10 Days.)

PERAMOUNT	CAPTAIN	LEAVING.
TAITAN	Capt. J. B. Roach.....	TUESDAY.
LAICHELING.....	Capt. W. O. Krammer....	FRIDAY.
		2nd Sept. at 11 A.M.
		5th Sept. at 11 A.M.

**FOR SWATOW AND RETURN.**  
 (Occupying 8 Days.)

PERAMOUNT	CAPTAIN	LEAVING.
ALMUN.....	Capt. J. W. Evans.....	WEDNESDAY.
		3rd Sept. at 11 A.M.
		7th Sept. at 11 A.M.

During the months of July and August First-Class Return fares to Foochow are subject to a reduction of 20% of the full fare.

Steamers will arrive at, and depart from the Company's Wharf at Bunko Pier.

For Freight and Passage, apply to—

**DOUGLAS, LAPRAIK & CO.**  
*General Managers.*

**BRITISH INDIA S. N. CO., LTD.**

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**APCAR LINE.**

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REGULAR SERVICE BETWEEN  
**PUTTA STRAITS, HONGKONG, SHANGHAI  
AND JAPAN PORTS.**

---

**EASTWARD.**

**CELUNGA**, 5,500 tons, Captain Sullivan, will be despatched for  
SINGAPORE and HONGKONG on 19th September.

**APCAR**, 447 tons, Capt. Walker, will be despatched for KOBE  
(Yokohama & sufficient intermediate ports) on 19th September.

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**WESTWARD.**

**G. APCAR**, 4,500 tons, Capt. J. E. Drake, will be despatched for  
SINGAPORE and CALCUTTA on 14th September.

**DILWALA**, 3,375 tons, Capt. Manager, will be despatched as above on  
14th.

These Steamers have excellent passenger accommodation for passengers and are  
well and modern conveniences and carry a fully qualified surgeon,  
passage or freight, apply to

**DAVID SASSON & CO., LTD.**  
AGENTS.

[illegible]

**"HONGKONG'S MUSICAL  
HISTORY"  
BY H. L. O. GARRETT.**

Being a re-print of a series of articles that appeared in the  
**CHINA MAIL**

Price... 40 cents

11-11-68







# YOST = = = TYPEWRITERS

NEW MODEL No. 20

## VISIBLE WRITING.

Standard Keyboard with Fractions  
up to 18th suitable for

MERCHANTS,  
ENGINEERS,  
BROKERS,  
BANKERS,  
etc., etc.

## BRIEF MODEL

FOR  
LAWYERS,  
ACCOUNTANTS,  
etc., etc.

## FRENCH MODEL

For Foreign Correspondence.

Special Monthly Instalments  
if desired.

MacEwen, Frickel &amp; Co.,

Have been appointed SOLE AGENTS  
for the above for South China.4, Des Vaux Road, Hongkong,  
Shameen, Canton.

## HOWARD WATCHES.

THE AMERICAN WATCH OF FINEST QUALITY &amp; HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED AT THE FACTORY.

WRITE OR SEND FOR CATALOGUE TO

THE SOLE AGENTS:

Chs. J. GAUPP &amp; Co.,

ALEXANDRA BUILDINGS, CHATER ROAD.

## To-day's Advertisements

GREAT NORTHERN TELEGRAPH  
COMPANY'S OFFICE AT  
HONGKONG.

UNCLAIMED TELEGRAMS.  
Station from  
Chooi-jau-wan Tjick-wong...Batavia.  
Dobkins Hongkong Hotel...Shanghai.  
Hays...Shimonoseki.  
Kenyon...Kobe.  
Kwoyong...Yokohama.  
Wingchong...Yokohama.  
Wink Street...Yokohama.  
1139 1238...Yokohama.  
3789 0735 7311...Amoy.  
3887 6088...Shanghai.  
0007 3002 4149...Shanghai.  
4108 0633 1129...Shanghai.  
8870 0038 4102...Shanghai.  
7100 0834 0714...Shanghai.  
1884 5132 5012 0794...Peking.  
5940 2490 0375...Amoy.  
1742 9865 4639...Amoy.  
Hongkong Station.

J. C. GOUGH,  
Acting Superintendent.  
Hongkong, Aug. 29, 1913. 1059LIST OF UNCLAIMED TELEGRAMS  
LYING IN THE EASTERN  
EXTENSION OFFICE AT  
HONGKONG.

ADDRESS STATION FROM  
Aumay Matsubara...Ito.  
Black...Colombo.  
Black...Manchester.  
Cakay...Manila.  
Capon...Shanghai.  
Yok Yau Woy...Wellington.  
Kongwah...Bangkok.  
Leung Ho...London.  
Mackay Hippocampus...Manila.  
Nolasco...Macao.  
Poole Arthur...Macao.  
Sengh...Singapore.  
Sung Kwok Kwan...Fookow.  
Wanchow...Singapore.  
Yao Lin...Obefoo.

J. M. BECK,  
Superintendent.  
Hongkong, August 29, 1913. 1060ROYAL OBSERVATORY,  
HONGKONG DAILY WEATHER  
REPORT.

AUGUST 29, 1913.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Victoria	2 a.m.	29.88	64	100	W	0	c
Namuru	2 a.m.	29.88	64	100	W	0	c
Hakodate	2 a.m.	29.88	64	100	W	0	c
Tokio	2 a.m.	29.88	64	100	W	0	c
Kobe	2 a.m.	29.88	64	100	W	0	c
Yokohama	2 a.m.	29.88	64	100	W	0	c
Manila	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
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Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
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Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
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Swatow	2 a.m.	29.88	64	100	W	0	c
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Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c
Swatow	2 a.m.	29.88	64	100	W	0	c
Shanghai	2 a.m.	29.88	64	100	W	0	c
Amoy	2 a.m.	29.88	64	100	W	0	c